Special Use Lane Study

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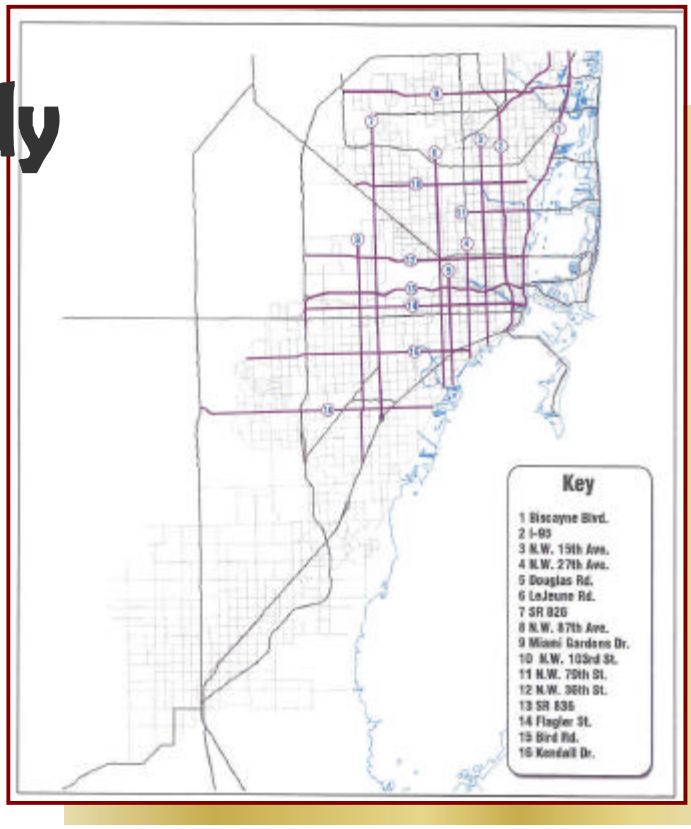


This study was prepared for the Miami-Dade Metropolitan Planning Organization (MPO) by The Corradino Group. It was completed in October 2004, at a cost of $64,750.00.

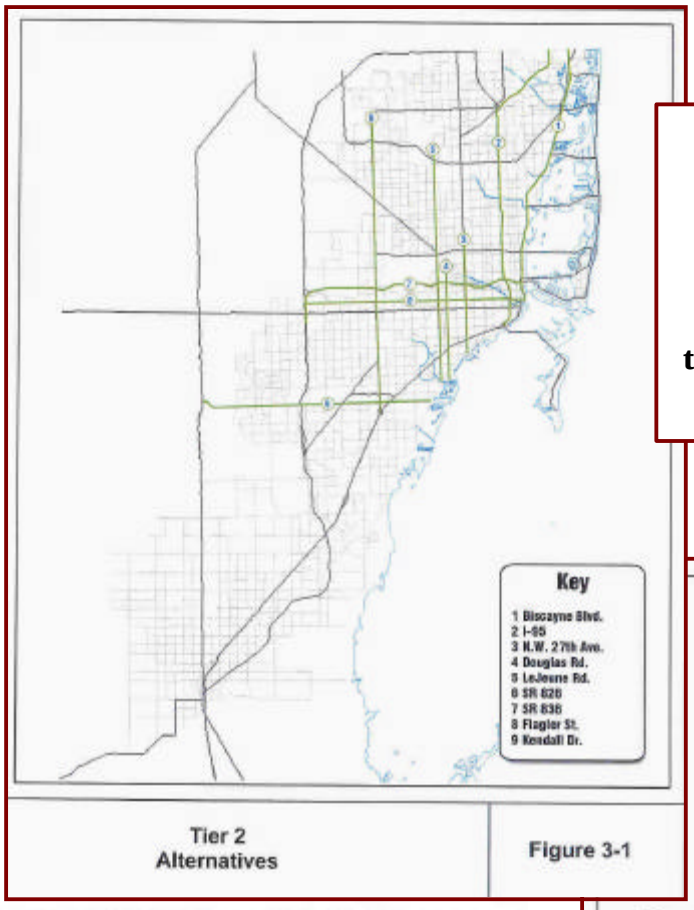
The purpose of this study was to evaluate freeways and major arterials that have the potential to accommodate special use lanes, which could be reversible and could be used by specially designated vehicle traffic, high occupancy vehicles (HOV), bus rapid transit (BRT) or some combination of the three.

The consultant evaluated the sixteen (16) corridors shown above. Tier I analysis included level of service (LOS), number of lanes by facility, directional split, functional classification, frequency of buses and ease of implementation. As a result, nine (9) corridors were recommended for Tier II analysis (Figure 3.1). These include: I-95, SR-826, SR-836, Flagler Street, Biscayne Boulevard, NW 27th Avenue south of SR-112, Douglas Road, LeJeune Road and Kendall Drive. A field inspection was conducted to evaluate the physical characteristics and constraints of these facilities. Additionally, the following aspects were evaluated in detail: cross sectional analysis by facility, origin-destination, future person trips generated along the corridor, an assessment of the transit services provided by corridor (including boardings), existing activity centers located along the corridor, potential of future locations for transit oriented facilities and current planning status.

The study recommended improvements for two potential scenarios for immediate consideration:

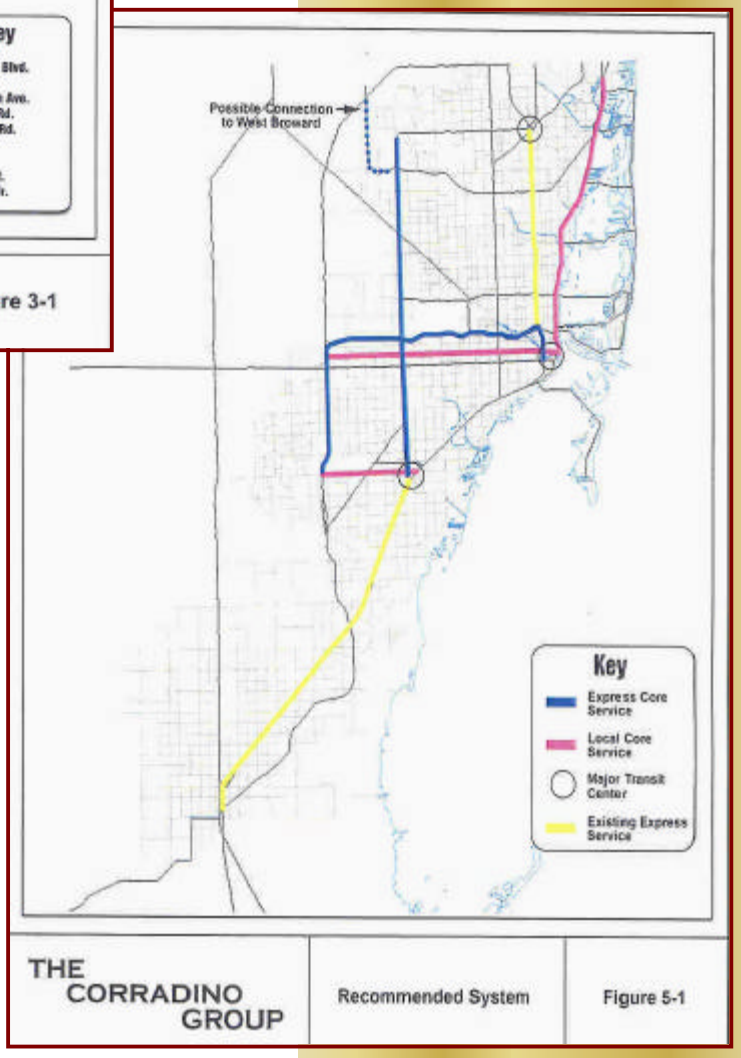
1. **Express Core Service**
   This includes the implementation of express services along the Turnpike, SR-836 and SR-826.
2. **Arterial Core Services**
   This includes the development of a bus rapid transit (BRT) system along Flagler Street and Biscayne Boulevard. Recommendation also included further analyses for Kendall Drive.

Staff will review the recommended treatments in more detail to advance specific service proposals, as appropriate.



Tier 2 Alternatives | Figure 3-1

Figure 3-1 illustrates the 9 corridors selected for detailed analyses. Figure 5-1 shows the scenarios recommended for immediate consideration. The pictures below illustrate some treatments that can be implemented on special use lanes.



THE CORRADINO GROUP | Recommended System | Figure 5-1